

Getting Around Town and Rebuilding Our Infrastructure

Introduction

The Lavaca Neighborhood is confronted with a wide range of transportation and infrastructure related issues largely due to its location near downtown. Close proximity to the central business district, coupled with a high level of socio-economic diversity equates to a demonstrated need for good public transit service. While the neighborhood's location allows for a unique mix of cultural opportunities it also puts an added strain on the neighborhood.

By virtue of the fact that Lavaca is bounded by a busy inner-city arterial street to the north (Durango Blvd.), an interstate highway to the east (IH-37), the railroad to the south, and a busy north-south arterial to the west, the neighborhood accommodates particularly high volumes of traffic for a residential area. As a result, the Lavaca community has many opportunities for improved infrastructure in the areas of streets, sidewalks, and drainage.

Lavaca faces the challenge of balancing its existence as a quiet, historic inner-city neighborhood with increasing downtown traffic issues.



View of downtown from Alamo Street



A VIA trolley along South Alamo Street

GOAL 1: MULTI-MODAL TRANSPORTATION SYSTEM

Work with the City of San Antonio and local transportation providers to ensure a balance between automobile traffic, originating both inside and outside of the neighborhood, while increasing the level of safety and accessibility for pedestrians, bicyclists, and transit riders.

Objective 1.1: Bicycle and Pedestrian Network

Develop a system of bicycle paths that connect the neighborhood to nearby destinations, such as HemisFair Plaza, the Mission Trails, downtown, and the San Antonio River, while also enhancing the aesthetics and safety of existing pedestrian corridors.

Action Steps:

1.1.1 Incorporate bicycle paths into the Mission Trails.

- *Work with the City explore a connecting path to the Phase IV trail down Presa St., south of Carolina St. (The path currently extends south to Carolina St., turning west on Eagleland Dr.).*
- *Examine potential for developing a hike/bike trail connecting the Mission Trails/Brackenridge High School area to the residential neighborhood east of IH-37 (see 1.4.1).*

Note: Specific streets named in this action step must be studied thoroughly, so as not to conflict with a city-wide bicycle plan.

Lead Partner:

Lavaca NA, King William Assn.

Partnerships:

COSA (Parks and Recreation, Public Works Depts.), Southtown Urban Mainstreet Program, Metropolitan Planning Organization (MPO) Bike and Pedestrian Mobility Task Forces

Timeline:

Short (1-3 years)

Funding Sources:

MPO Transportation Improvement Projects (TIP), TXDOT for TEA-21 Federal funds



Mural along the Mission Trails on South St. Mary's Street



Example: separated bike line

- 1.1.2** Develop a bike path/lane along Labor St. to connect the southern end of the neighborhood, the Victoria Courts redevelopment, the Mission Trails system and HemisFair Plaza.

Lead Partner:

Neighborhood Plan Implementation Team

Partnerships:

COSA (Parks and Rec., Public Works Depts.), Southtown Urban Mainstreet Program, MPO Bike and Pedestrian Mobility Task Forces

Timeline:

Short (1-3 years)

Funding Sources:

MPO Transportation Improvement Projects (TIP), TEA-21 Federal funds

- 1.1.3** Enhance pedestrian/bicycle access throughout the neighborhood, by means of sidewalk improvements, landscaping, and traffic-calming measures, specifically along South Presa and Camargo Streets and at the Durango Blvd. intersections of South St. Mary's, South Alamo, Indianola and Labor Streets, to help remove the perception of this corridor as a physical and psychological pedestrian barrier.

Lead Partner:

Neighborhood Plan Implementation Team

Partnerships:

COSA (Public Works), Southtown Urban Mainstreet Program

Timeline:

Short-Mid (under one year-5 years)

Funding Sources:

MPO Transportation Improvement Projects (TIP), TEA-21 Federal funds

- *Traffic-Calming (see 1.3.1)*
- *Complete sidewalk reconstruction throughout the neighborhood (see 2.2.4).*
- *Lighting (see 2.2.6)*
- *Landscaping/tree planting (see 2.3)*
- *Open passage to cross Durango Blvd. at S. Presa Street.*

Objective 1.2: Transit

Enhance public transit options to increase safety and/or maximize community residents' accessibility/usage.

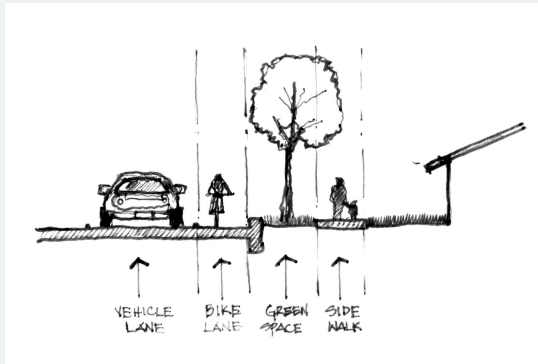


Diagram showing separation of rights-of-way for automobile, bicycle, and pedestrian traffic.

Action Steps:

1.2.1 Evaluate transit access options along Carolina and Florida Streets.

- *The existing VIA route #32 bus stop on the south side of Carolina Street at Eagle's Nest Café is chronically plagued by loitering, severe vandalism, fighting, etc. from Brackenridge High School students during the after-school hours.*

1) Explore the possibility of rerouting/moving the existing bus stop to the planned pocket park bounded by S. Presa, Florida and Labor Streets.

This option would:

- a) require opening up Labor St. to two-way traffic between Florida and Carolina Streets,
- b) reroute the existing northbound one-way traffic along Labor Street to a southbound direction, or
- c) create a "bus only" lane, along Labor Street, between Carolina and Florida Streets,
- d) eliminate convenient on-street parking for a local church, and
- e) may increase the risk for pedestrians traveling to the stop.

2) Explore other options for reducing loitering/vandalism by:

- a) holding regular events aimed at youth at the funded pocket park pavilion across from the current bus stop on Labor
- b) developing a stronger relationship with Brackenridge High School administration to

Lead Partner:

Lavaca NA

Partnerships:

VIA Metropolitan Transit, SAISD (Brackenridge H.S. Administration, Police Dept.), COSA (Public Works, SAPD, Cultural Affairs), Lavaca COP

Timeline:

Immediately (within one year)

Funding Sources:

VIA Metropolitan Transit, SAISD, and volunteer time from residents



Bus stop at the corner of Carolina and Labor Streets



Pocket park at Labor, Florida, and Carolina Streets



VIA bus along route 32

ensure that they stay informed about the bus stop situation and can use their jurisdictional power to discourage criminal activity by their students,

- c) increased involvement of SAPD, SAISD Police Department, and the local Cellular On Patrol (COP) chapter to discourage criminal activity at bus stops, and
- d) building a bus shelter decorated with public art that reflects the unique character of the neighborhood.

- 1.2.2 Examine all existing VIA bus service within the neighborhood (specifically reviewing route #32), to determine most efficient routes to provide service, particularly for disabled and elderly patrons, without noticeably increasing bus traffic in the neighborhood.

Lead Partner:
Lavaca NA

Partnerships:
COSA (Public Works), VIA Metropolitan Transit

Timeline:
Short (1-3 yrs)

Funding Sources:
COSA (Public Works), VIA



VIA trolley from the Blue line that serves the King William District

1.2.3 Downtown Trolley

Advocate for a downtown trolley route along S. Presa and S. St. Mary's Streets as a way to increase the market size for local businesses and to provide for an alternative form of transit for local residents to the downtown area.

(Note: VIA does not have the funding for such a route at this time. The addition of streetcar service would not improve access, compared to other modes of VIA transportation.)

- Investigate the possibility of rerouting the existing blue trolley line that currently serves S. Alamo St. through the King William neighborhood, to include Presa and St. Mary's Streets.

Lead Partner:
Lavaca NA, local businesses

Partnerships:
VIA Metropolitan Transit (Customer Service Needs Assessment Service), San Antonio Chamber of Commerce, King William Assn., Downtown Alliance, Southtown Urban Mainstreet Program

Timeline:
Long (5+ years)

Funding Sources:
VIA Metropolitan Transit, COSA

- *Inquire about establishing a circulator bus route that would serve as a connector between the neighborhood and downtown.*
- *Investigate the possibility of rerouting the existing purple route down Labor St.*

1.2.4 Work with various community organizations and VIA to implement an “adopt-a-shelter” program for bus shelters.

Lead Partner:

Lavaca NA

Partnerships:

VIA Metropolitan Transit, Southtown Urban Mainstreet Program, SAHA, Mission Trail Rotary Club, Churches, Business owners within and outside the neighborhood

Timeline:

Short (1-3 years)

Funding Sources:

varies: none (maintenance only) purchase of bench and/or shelter by organizations



Nice example of a VIA bus shelter

Objective 1.3: Automobile Traffic

Maximize traffic flow efficiency, through a reduction in the volume of speeding and cut-through traffic, while increasing the safety of neighborhood residents.

Action Steps:

1.3.1 Investigate the installation of traffic-calming measures, as needed throughout the neighborhood, such as traffic circles, speed humps, and speed lumps.

Note: (For speed humps: residents on eligible streets must submit a written request to the COSA Public Works Department. If determined eligible, submission of a petition with at least two-thirds of street residents is required. Interstate 37 is not eligible for TxDOT Hazard Elimination program for Non-Interstate Highways. Funding for speed hump installation is available from various sources including,

Lead Partner:

Lavaca NA

Partnerships:

COSA (Public Works)

Timeline:

Short-Mid (1-5 years, in phases)

Funding Sources:

City Council District 1 contingency fund, COSA Capital Improvements Budget



Speed cushions are positioned to fit the wheel base on fire trucks.



Chicane diagram (also known as deviations, serpentine, reversing curves, and twists)-one type of

the Neighborhood Accessibility and Mobility Program (NAMP) fund, CDBG funds, etc.)

- *Explore the possibility of installing speed limit signs on the southbound IH-37 ramp before the proposed lights at Florida and Carolina Sts., to impede speeding traffic in route to and from the interstate.*

(TxDOT does not place speed limit signs on free-way acceleration or deceleration ramps.)

- *Investigate the possible traffic calming measures along both Carolina and Florida Sts.*
- *Investigate maintenance issues associated with the installation of new traffic calming measures and the City's Adopt a Median Program.*

1.3.2 Investigate the request for installation of traffic signs as needed throughout the neighborhood.

- *Potential for two-way stop signs at the intersections of Florida and Staffel Sts, and Florida and Boerne Sts.*
- *Install stop sign on Florida St. (north side), east of Labor St.*
- *Install one-way street signs on the south side of Florida Street at the intersections of Staffel and Boerne.*
- *Install one-way street signs on the south side of Carolina Street at the intersections of Staffel and Boerne.*

1.3.3 Examine requests for alternative detours that can safely and efficiently accommodate "Arterial Type B" detour traffic.

- *During the Mission Trails construction along St. Mary's St., a detour route will be created.*

Lead Partner:
Lavaca NA

Partnerships:
COSA (Public Works)

Timeline:
Immediate (under 1 yr)

Funding Sources:
TxDOT (HESP), COSA (Public Works)

Lead Partner:
Lavaca NA

Partnerships:
COSA (Public Works)

Timeline:
Immediate (under 1 yr)

Funding Sources:
COSA

Currently, traffic signals have been installed (but not yet placed in service) on S. St. Mary's St. at Jacobs St. (one of the narrowest local streets in Lavaca) with the intention of detouring traffic onto this street.

1.3.4 Reroute commercial and industrial truck traffic outside the neighborhood.

- *Currently, Florida and Carolina Sts. are both heavily used for truck routes.*
- *When origin and destination points are outside the neighborhood, require trucks to use Durango Blvd., or other multi-lane arterial streets, whenever possible.*
- *Install signs directing truck traffic outside the neighborhood to multi-lane arterial streets.*

1.3.5 Eliminate unlawful VIA bus detours that use the neighborhood as a bypass.

- *Convene with VIA officials about VIA buses that avoid train delays at railroad crossings by detouring through the neighborhood at Jacobs and Vitra Streets.*
(Note: Standard operating procedure for bus operators at train crossings is to wait for a moving train to pass. If a train has stopped, operators must obtain permission from dispatcher to detour.)
- *Continue to document bus numbers, times, and dates of violations and encourage VIA to take disciplinary action against operators who consistently violate these rules.*

Lead Partner:
Lavaca NA

Partnerships:
City Council District 1 office, COSA (Public Works)

Timeline:
Immediate (under 1 yr)

Funding Sources:
COSA (Public Works), City Council District 1 contingency fund



Labor Street closed off at Durango Blvd.

Lead Partner:
Lavaca NA

Partnerships:
VIA Metropolitan Transit (Suggestion/comment line: 362-2020)

Timeline:
Immediate (under 1 yr)

Funding Sources:
Little to no funds required



Traffic circle along McCullough Ave.



Traffic circle diagram

1.3.6 Open up Labor Street to Durango Boulevard, by means of a curb cut, possible median cut, and necessary traffic-calming features, so it can serve as the primary connector street to Durango Blvd.

- *Considering the projected traffic volume increase that the Victoria Courts redevelopment will generate, an additional point of access to Durango Blvd. maybe needed.*
- *Traffic-calming along Labor Street would be best served by a traffic circle at Labor, Refugio, and Camargo Streets.*
- *Reduction of outside through traffic can be accomplished by temporarily closing Labor Street during large events at the Alamo-dome and/or at HemisFair Plaza. (TheLavaca neighborhood will need to contact the Public Works Dept., Traffic Engineering section regarding street closures and obtain the proper permits in advance of the street closure.)*

Lead Partner:

Neighborhood Plan Implementation Team, Victoria Courts Redevelopment Team

Partnerships:

COSA (Public Works), Lifshutz Companies, Institute of Texan Cultures, SAPD

Timeline:

Immediate (under 1 yr)

Funding Sources:

COSA (Public Works), Council District 1 discretionary/contingency fund

Objective 1.4: Interstate Highway 37

Explore ways to limit neighborhood impact created by IH-37 traffic.

Action Steps:

1.4.1 Explore the possibility of extending the IH-37 southbound frontage road from Carolina St., south to an alternative roadway, to divert traffic from Florida and Carolina Sts. A feasibility study of the surrounding area would be required to identify various options and their associated costs.

(Note: TxDOT funding and support for interstate frontage road construction is unavailable at this time.)

- *The feasibility study would also identify options related to the development of a hike/*

Lead Partner:

Lavaca NA

Partnerships:

COSA (Planning Dept.), Union Pacific Railroad, MPO

Timeline:

Feasibility study: Short (1-3 yrs), Road extension: Long (5+ yrs)

Funding Sources:

Unified Planning Work Program (UPWP), TxDOT TEA-21 funds, MPO



Traffic island at Labor, Refugio, and Camargo streets identified as a potential traffic circle to accompany the Victoria Courts redevelopment

bike trail along the railroad tracks south of the neighborhood, between IH-37, Brackenridge High School and the Mission Trails.

- 1.4.2** Install traffic signals off the southbound IH-37 access road, at the intersections of Carolina and Florida Sts., to slow traffic in route to and from the interstate.

(Note: A request forwarded to David Balli, TxDOT Area Engineer for South SA, would initiate the process to conduct a feasibility study ; Traffic signals must be warranted in accordance to the Manual of Uniform Traffic Control Devices.)

Lead Partner:

Lavaca NA

Partnerships:

TxDOT, COSA (Public Works), South-town Urban Mainstreet Program

Timeline:

Short (1-3 years)

Funding Sources: TxDOT (HESP), COSA (Public Works)



Frontage road along IH-37 could be extended southward to provide for a bypass around the neighborhood.

Objective 1.5: Noise Abatement

Investigate ways to mitigate traffic (highway, commercial truck, and railroad) noise that impacts the neighborhood.

Action Steps:

- 1.5.1** Develop a noise barrier along IH-37 that a) addresses mitigating noise levels from the highway and b) implements it in a way that is aesthetically desirable.

(Note: TxDOT does not retrofit barriers for existing highways, with no planned capacity improvements; there are no planned TxDOT capacity improvements for IH-37).

- *Explore the opportunity to plant trees in a dense configuration between the highway and the neighborhood. This would require continued maintenance by the neighborhood, the City's Public Works is not adequately staffed to maintain additional large areas, such as this.*

Lead Partner:

Lavaca NA

Partnerships:

TxDOT, COSA (Public Works- Landscape Maintenance Agreements), Bexar County Master Gardeners, SA Trees, Keep San Antonio Beautiful, Victoria Courts Citizen Task Force, Residents

Timeline:

Short (1-3 years)

Funding Sources:

COSA (Public Works), CDBG, TxDOT TEA-21



Noise generated by traffic on IH-37 has resulted in the need for some type of noise abatement or buffer.



Union Pacific freight train

1.5.2 Investigate ways to reduce truck traffic and noise from light industrial businesses in the neighborhood.

- *Explore possibility of erecting sound retardant fencing where appropriate.*
- *Encourage businesses to relocate in the "Warehouse District" on the eastern side of IH-37; neighborhood employees would feasibly still be able to walk to work.*

Lead Partner:
Neighborhood Plan Implementation Team

Partnerships:
Lavaca NA, Southtown Urban Mainstreet Program

Timeline:
Immediate (under 1 yr)

Funding Sources:
CDBG, City Council District 1 contingency funds

1.5.3 Investigate noise reduction strategies for Union Pacific trains.

- *Prevent train engineers from blowing train horns beyond minimum requirements. (Note: Federal law requires four horn blows when approaching a public crossing)*
- *Investigate the possibility of a noise buffer between the railroad and the neighborhood.*
- *Explore the possibility of tree planting in areas between the neighborhood and the railroad tracks.*
- *Incorporate buffer into the proposed hike/bike trail connecting the Mission Trails/Brackenridge High School to the residential neighborhood east of IH-37 (see 1.1.1).*

Lead Partner:
Neighborhood Plan Implementation Team

Partnerships:
Lavaca NA, Union Pacific RR, King William NA, Southtown Urban Mainstreet Program, COSA (Planning Dept., Public Works Dept.), SAISD

Timeline:
Immediate (under 1 yr)

Funding Sources:
COSA Planning Dept. (Neighborhood Improvement Challenge Program), CDBG funds

Objective 1.6: Parking

Investigate ways to mitigate parking problems generated by residents and local employers.

Action Steps:

1.6.1 Explore installation of signage to prevent illegal parking and coordinate with area employers to limit the amount of nonresidential on-street parking.

- *Investigate streets where illegal on-street parking is most prevalent (such as at St. Mary's, etc.).*
- *Prevent parking in the neighborhood during special events at the Alamodome and at HemisFair Plaza, through the use of the existing barricade and SAPD decal system. (see barricade removal – Places Where We... Action Step 2.1.7)*

Lead Partner:

Lavaca NA

Partnerships:

COSA (Public Works, SAPD)

Timeline:

Immediate (under 1 yr)

Funding Sources:

COSA (Public Works)

1.6.2 Discover source of overflow on-street parking along Lavaca Street and Matagorda Street and address it accordingly. Consider returning to designated parking on the south side only of the 100 and 200 blocks of Lavaca Street.

- *SAISD has sufficient parking space for its employees and guests, however, existing SAISD parking lot signs appear threatening, and may discourage appropriate SAISD guest parking.*
- *There currently exists additional parking concerns over the use of residential streets for parking of COSA contracted construction company employees.*
- *Work with COSA Asset Mgmt. to determine parking needs for employees of construction companies contracted through COSA.*

Lead Partner:

Lavaca NA

Partnerships:

COSA (Public Works)

Timeline:

Immediate (under 1 yr)

Funding:

No funds required

- 1.6.3** Encourage the south side of Durango Boulevard property owners to develop and/or improve their properties in a manner that is compatible with the a) abutting residential uses of the Lavaca Neighborhood, b) Lavaca Historic District and Neighborhood Plan, and c) Downtown Neighborhood Plan.

- *There currently exists federally owned parking lots along Durango Blvd. that severely impact the aesthetic quality of the entire boulevard.*
- *The Downtown Neighborhood Plan has identified the desired character and scale for future development along Durango Blvd.*

Lead Partner:
Lavaca NA

Partnerships:
U.S. Govt. (General Services Administration), COSA (Asset Mgmt., Planning Dept.)

Timeline:
Mid - Long (3-5 yrs)

Funding Sources:
U.S. Govt. General Services Agency, COSA



The redevelopment of Victoria Courts will inevitably damage some of the area's infrastructure from heavy construction traffic.

REBUILDING OUR INFRASTRUCTURE

Goal 2: Address insufficient infrastructure

Enhance and/or preserve the character and safety of the Lavaca neighborhood, through the neighborhood-wide, aesthetically appealing reconstruction of street, sidewalk, and drainage systems.

Objective 2.1: Infrastructure reconstruction and collateral damage repair

Action Steps:

- 2.1.1** Monitor the issues involving the replacement of public infrastructure damaged during construction of the multi phase Victoria Courts redevelopment. Work with COSA Public Works, Victoria Courts re-

Lead Partner:
Lavaca NA

Partnerships:
Lifshutz Cos./Carleton Constr., San Antonio Housing Authority, COSA (PublicWorks)

development developers, and the SA Housing Authority to determine responsible parties for any damages.

- *Due to the comprehensive nature of the infrastructure construction that will take place on and adjacent to the former Victoria Courts site, there exists the opportunity for much of the infrastructure to be damaged or have inconsistent transition to the existing neighborhood.*
- *This step requires monitoring and inspection by City Engineer's and Right of Way Management Offices.*

Timeline:

Immediate (under 1 yr)

Funding Sources:

Lifshutz Cos./Carleton Constr., SAHA

Objective 2.2: Establish priorities for street reconstruction, sidewalks, lighting, and drainage.

Action Steps:

2.2.1 Conduct a comprehensive infrastructure (streets, sidewalks, drainage, lighting, etc.) survey of the neighborhood.

Lead Partner:

Lavaca NA

Partnerships:

COSA (Planning Dept.); neighborhood volunteers

Timeline:

Immediate (under 1 yr)

Funding Sources:

COSA Capital Improvement Program, MPO, TxDOT – TEA21 Enhancement Program

2.2.2 Streets

Use existing survey information, and data previously acquired during the workgroup process to identify priorities for street reconstruction, and classify as short term (pothole repair) or long term (complete street reconstruction).

Lead Partner:

Lavaca NA

Partnerships:

COSA (Public Works)



A typical example of street surfaces throughout the neighborhood



South St. Mary's Street is currently under construction.

- *Previous data includes short term repairs needed on: S. St. Mary's Street, across from Bonham Elementary School, which has been completed.*
- *Previous data includes long term reconstruction needed on: Conrad St., Jacobs St., Devine St., Vitra Place, Lotus St., Leigh St., Labor St., (due to anticipated truck traffic from Victoria Courts construction), and S. St. Mary's St. from Alamo to Pereida Sts. (reconstruction schedule delayed – advertisement: 6/2001) Some street have been scheduled for street maintenance/rehabilitation. Others will be evaluated over the next 60 days.*

Timeline:

Short (1-3 years, in phases)

Funding Sources:

Public Works, City Council District 1 discretionary or operating funds

2.2.3 Ensure that street reconstruction is viewed as a comprehensive system, accompanied by drainage and sidewalk construction or improvements. It should be determined that where one of the three is in need of repair, the other two should be evaluated for repair.

- *Reconstruction on streets that accommodate bus routes should take into consideration the increased wear and tear caused by bus traffic.*
- *All streets should be constructed using materials and techniques that withstand the long-term wear created by bus travel.*
- *Increased preventive street maintenance: proactive rather than reactive maintenance.*

Lead Partner:

Lavaca NA

Partnerships:

VIA Metropolitan Transit, COSA (Public Works)

Timeline:

Short (1-3 years)

Funding Sources:

VIA Local Assistance Program (controlled by COSA)

2.2.4 Florida Street Reconstruction
Maintain a minimum street width of 27' on Flor-

Lead Partner:

Lavaca NA

ida Street for the scheduled CIP project, while actively working to influence the design of sidewalk/crosswalk construction in a manner that promotes pedestrian safety and aesthetic enhancement (i.e., utility conversion, right-of-way landscaping).

- *Address Carolina Street for street reconstruction; it serves as the other half of the Florida Street couplet, has the same conditions, road classification, and function as Florida Street.*
- *Stress the importance of preserving existing trees and landscaping within the neighborhood.*

2.2.5 Investigate the uncovering and possible preservation of buried brick pavers along Florida St. throughout the neighborhood that are currently covered by asphalt. (see 2.3.3)

2.2.6 Sidewalks/Crosswalks
Use survey information, and previously acquired data to identify priorities for sidewalk/crosswalk repair and reconstruction that is ADA compliant, while also providing for a minimum of two foot (or match existing) green space between the sidewalk and the street wherever possible to maintain neighborhood character.

- *Reconstruction is needed throughout the*

Partnerships:

COSA (Public Works Capital Programs Administration, Planning), MPO, City Public Service, Utility Providers

Timeline:

Short (1-3 years)

Funding Sources:

1999 COSA Bonds, City Council District 1 Operating Fund, CPS, Utility Providers

Lead Partner:

Lavaca NA

Partnerships:

COSA (Public Works City Engineer's Office), SA Conservation Society

Timeline:

Short (1-3 years)

Funding Sources:

Public Works, City Council District 1 Operating Fund

Lead Partner:

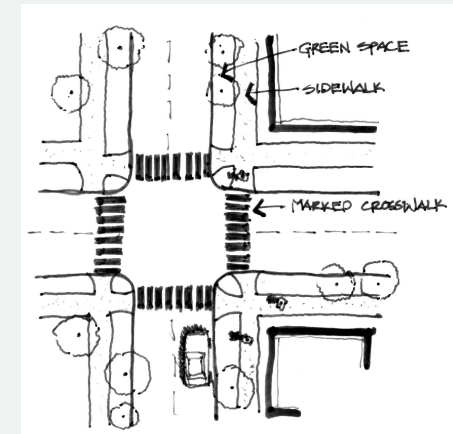
Lavaca NA

Partnerships:

Southtown Urban Mainstreet Program, COSA (Public Works)

Timeline:

Long (5+ years)



Sketch of a pedestrian-oriented streetscape that includes sidewalks, crosswalks, and greenspace with trees between the sidewalk and street



An example of a sidewalk in need of reconstruction within the neighborhood

neighborhood, but previous data includes specific reconstruction needs on:

Carolina St., South Presa St., Labor St., Cal-laghan Ave. (beyond that of the new con-struction), St. Mary's St. (east side), and Camargo St. between Indianola and Labor Sts.

- *When and if feasible, utilities should be bur-ied underground, prior to sidewalk construc-tion.*
- *For Presa and Labor Streets, explore the possibility of constructing wider sidewalks for tree planting and increased lighting to en-courage pedestrian activity.*
- *Crosswalks at major intersections should be constructed in an aesthetically pleasing man-ner, and coordinated with/complement the Mission Trails project.*

Note: The Metropolitan Planning Organization's Pedestrian Mobility Task Force is available to guide and assist in the implementation of pedestrian facilities. New sidewalk installation may be funded through the Neighborhood Accessibility and Mobility Program (NAMP).

Note: The COSA Public Works Department's Street Maintenance Division will perform an evaluation of the reconstruction/repair needs of sidewalks and cross walks over the next 150 days.

Note: Maintenance issues of additional greenspace between side-walk and curbs should be discussed with the Public Works Dept.

Funding Sources:

COSA (Public Wks-Florida Street Capital Improvement Project, Program and Neighborhood Access and Mobility Program (NAMP), CDBG, City Council Dis-trict 1 contingency fund)



Typical drainage problems in the south-ern portion of the Lavaca Neighborhood

2.2.7 Drainage

Use survey information, and previously acquired data to identify priorities for drainage system re-pair, cleaning and construction. Drainage engi-neering should accompany all street and drainage system construction.

- *Previous data includes repair/cleaning needs on: Boerne St., Florida St., Delaware St., S. Presa St., S. St. Mary's St. (across from Bonham Elem. School), East Lotus St. (between Presa and IH-37), Biering St., Jacobs St. and Vitra*

Lead Partner:

Lavaca NA

Partnerships:

COSA (Public Works—Storm Water Utility, City Engineer's Office)

Timeline:

Mid (3-5 years)

Funding Sources:

Future bond issues

2.2.8 Lighting

Use existing survey information, and previously acquired data to identify priorities for street lighting improvements.

- *Previous data includes additional lighting needs on:*
S. Presa St., Garfield Alley, Labor St., Refugio St. (between Indianola and Matagorda Sts.), Camargo St., San Arturo St. and Sadie Alley (Note: Current COSA policy dictates that street lighting criteria is based on traffic safety. Street lights are not intended for personal security.)

Lead Partner:

Lavaca NA, Citizens on Patrol. (COP)

Partnerships:

COSA (Public Works), CPS

Timeline:

Mid (3-5 years)

Funding Sources:

COSA (Public Works), future Bond Issues, CPS

Objective 2.3: Aesthetics/Streetscaping

Improve the neighborhood's appearance by preserving green space, by maintaining public and private areas along streets, and by adding physical enhancements that are in accordance with the existing character of the neighborhood.

Action Steps:

2.3.1 Survey/Tree Planting

- *Complete a neighborhood-wide survey of existing trees, street lamps, metal grates and sidewalk greenscaping, noting areas that could best be served by additional tree planting and/or lighting.*
- *Plant native trees that best meet criteria established by the neighborhood, such as amount of shade, longevity, and maintenance.*
- *Tree planting along IH-37 (see 1.5.1.)*

Lead Partner:

Lavaca NA

Partnerships:

Keep San Antonio Beautiful, San Antonio Trees, COSA (City Arborist, Planning), St. Philip's College Irrigation class, Master Gardeners

Timeline:

short (1-3 years)

Funding Sources:

COSA (Planning Dept.- Neighborhood Improvement Challenge Program)



An example of a nice streetscape in Lavaca



A creative use of the greenspace between street and sidewalk for planting trees



Piles of brush that accumulated over time

2.3.2 Install street lamps and metal grates around tree trunk bases in right-of-way.

Note: Maintenance of tree grates has historically been an issue for the Public Works. Maintenance and long term growth of trees should be discussed prior to installation of tree grates within the neighborhood.

Lead Partner:
Lavaca NA

Partnerships:
COSA (Public Works-City Engineers Office)

Timeline:
Mid (3-5 years)

Funding Sources:
COSA Public Works, Planning Dept. (Neighborhood Improvement Challenge Program)

2.3.3 Include greenscaping as part of sidewalk construction to maintain a green buffer between pedestrians and the street. Include tree planting within these green spaces wherever possible.

Note: Landscaping along public roadways needs to be done such that the safety of pedestrians, bicyclists, and motorists is not endangered through the creation of visual obstructions and/or through the establishment of roadside hazards that are too close to the moving traffic. Coordination with COSA Public Works and residents will be necessary ensure safety and proper maintenance occurs at proposed locations.

Lead Partner:
Lavaca NA

Partnerships:
COSA (Public Works, City Engineer's Office), San Antonio Trees

Timeline:
Short-Mid (1-5 years)

Funding Sources:
COSA (Public Works), Lavaca NA

2.3.4 Encourage increased trash and brush maintenance.

- *Work with COSA Public Works Dept. to establish a consistent brush pick-up schedule.*
- *Advertise dates for pick-up at NA meetings and by posting update notices at area commercial and community facilities.*
- *Advertise Dial-a-Trailer services.*

Lead Partner:
Lavaca NA

Partnerships:
COSA (Public Works), Property owners

Timeline:
Immediate (under 1 yr)

Funding Sources:
COSA (Public Works), Property owners

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